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SB²⁰

Class Rules

International SB20 Class Association



The SB20 was designed in 1999 by Tony Castro and was adopted as a Recognised class in 2007

sport / nature / technology


World Sailing
Class Association

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INTRODUCTION

The SB20 Class has been created as a strict one-design sportsboat where the true test when raced is between crews and not boats and equipment. The fundamental objective of these class rules is to ensure that this concept is maintained.

SB20 hulls, hull appendages, tillers, rigs and sails shall only be manufactured by the licensed manufacturers. Equipment is required to comply with the SB20 Building Specification.

SB20 hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the manufacturing process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU “MAY” THEN YOU “SHALL NOT”.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- | | | |
|-------|--------|--------------------------------------------------------|
| A.2.1 | WS | World Sailing |
| | MNA | WS Member National Authority |
| | SB20CA | SB20 Class Association |
| | NCA | National SB20 Class Association |
| | ERS | Equipment Rules of Sailing |
| | RRS | Racing Rules of Sailing |
| | LIC | Licensors - Sportsboat World and Copyright Holder |
| | LM | Licensed Manufacturers as agreed by the LIC and SB20CA |

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the WS which shall co-operate with the LIC and the SB20CA in all matters concerning these **class rules**.
- A.3.2 The WS, the SB20CA, a NCA, or an MNA are under no legal responsibility in respect of these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class is administered by the SB20CA which shall co-operate with the LIC. The SB20CA may delegate part or all of its administrative functions to an NCA.
- A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions shall be carried out by the SB20CA in co-operation with the MNA, or by the MNA in co-operation with the SB20CA.

A.5 WS RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events World Sailing Regulation 10.5(e) applies. At all other events RRS 87 applies.
- A.6.2 The Notice of Race and/or Sailing Instructions may only vary **class rules** C.3.1 (b) C.3.2 (b), C.4.2 and C.5, with the prior approval of SB20 World Council for World or Continental championships or by the NCA for National events.

A.6.3 NCAs may vary **class rule** C.5 for class races held in their region, after consultation with the SB20 World Council and WS.

A.7 CLASS RULES AMENDMENTS

A.7.1 Submissions for rule changes may be made in writing by the SB20 World Council after consultation with the LIC.

A.7.2 Amendments to these **class rules** shall only be made subject to approval of WS in accordance with the WS Regulations.

A.8 CLASS RULES INTERPRETATIONS

A.8.1 Interpretations of **class rules** shall be made by WS in consultation with the LIC and SB20CA in accordance with the WS Regulations.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

A.9.1 The licensed hull builder shall pay the International Class Fee.

A.9.2 WS shall, after having received the International Class Fee for the hull, send the WS Building Plaque to the licensed hull builder.

A.10 SAIL NUMBERS

A.10.1 Sail numbers shall be issued by the LIC.

A.10.2 Sail numbers shall be issued in consecutive order.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES COMPLIANCE

B.1.1 The boat shall:

- (a) be in compliance with the **class rules**.

B.1.2 In the event of a dispute alleging non-compliance with **class rules** where specific measurements are not stated, the following procedure shall be adopted:

- a) A sample measurement of the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.
- b) The measurement of the disputed boat or items of its equipment, taken using the same technique as above, shall be compared to the sample.
- c) If any of the measurements obtained from the disputed boat or item of equipment lie outside the corresponding range of measurements found in the sample, the matter together with the details of the measurement methods and any other relevant information shall be referred to the Race Committee.

B.2 CLASS ASSOCIATION MARKINGS

B.2.1 Each SB20 shall have a builder's hull identification mark incorporating the boat sail number fixed in the rear of the cockpit.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**, where anything not specifically permitted by the **class rules** is prohibited. Any **equipment inspection** shall be carried out in accordance with the ERS except where varied by Part II of these **class rules**.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) RRS Appendix G.1.3 (c)(3) shall not apply.
- (b) RRS 42.3 is changed as follows:

Add to RRS 42.3:

A boat's crew may pump the mainsail repeatedly to release the top batten.

- (c) The ERS Part I – Use of Equipment shall apply.

C.1.2 LIMITATIONS

- (a) The SB20 shall only be raced with **hull, hull appendages, rig, sails**, battens and tiller, as supplied by the LM conforming to these rules.
- (b) Where specified in these **class rules**, parts or equipment may be replaced providing that the replacement is of a similar weight, size and type, performs the same function and is not made of carbon fibre. The replacement parts or equipment may be obtained from any supplier.
- (c) No person is permitted to race a SB20 in any event unless the owner, or a joint owner, or a nominated representative of an organisation owning the SB20 is a current Full Member and one person on board is either a Full Member or Associate Member of the Class Association.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance with the WS Advertising Code. (See WS Regulation 20)

C.3 CREW

C.3.1 WEIGHTS

- (a) The total weight of the **crew** dressed in at least underwear shall not exceed 270 kg

- (b) Crews shall be weighed during the registration period prior to racing if required by Notice of Race.
- (c) In the event of crew substitution, should the total **crew** weight change by in excess of 15kg, the boat shall carry ballast in the form of water in clear containers below decks at the base of the mast such that the adjusted weight is not more than 15kg from the original total.

C.3.2 LIMITATIONS

- (a) The **crew** shall consist of a maximum of 4 persons.
- (b) There shall be no **crew** substitution unless:
 - (1) The Race Committee is advised, in writing before the event registration period, of the exact dates of required crew changes. The new crew members must be available for weighing before starting to race.
OR:
 - (2) Authorised by the Race Committee before any race starts as being necessary due to wholly unavoidable circumstances.

C.3.3 POSITIONING

- (a) When hiking or sitting outboard, **crews** shall sit facing inboard in such a way that the base of their spine or legs are not on or over the side rails, or outside the forward extension of the line of the side rails,
- (b) When sailing off the wind, hiking aft of the side rails is permitted,
- (c) No method, sheet or device, other than the footstraps, may be used to implement, assist or enhance hiking or sitting outboard.
- (d) Swinging on the shrouds or mast to promote, aid or accentuate the roll during a tack, gybe or other manoeuvre, is prohibited.
- (e) Except for momentary **sail** handling and/or **repair** needs, **crew** shall remain aft of the **mast** while on deck. Sitting at the base of the mast is permitted provided that the **crew**'s feet are aft of the **mast**.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

- (1) The boat shall be equipped with a **personal flotation device** for each crew member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 1 which shall be stored on deck.
- (2) No clothing or equipment shall be carried with the specific feature of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.

C.4.2 OPTIONAL

The following items may only be carried on board when permitted in the Notice of Race and/or Sailing Instructions:

- (1) Mobile telephones
- (2) Handheld GPS

C.5 EQUIPMENT

Replacement of the following items is permitted. Parts may be obtained from any supplier unless otherwise stated.

C.5.1 MANDATORY

- (1) A bucket of minimum volume 9 litres on a lanyard not less than 2m in length and 4mm in diameter.
- (2) A non-floating line, minimum of 30m long of not less than 8mm in diameter.
- (3) A floating throwing line, minimum of 10m long and 6mm in diameter shall be attached at the stern.
- (4) A functioning VHF radio.
- (5) First Aid Kit in a waterproof container or bag.
- (6) Basic toolkit e.g. multitool such as Leatherman.
- (7) (i) One petrol outboard engine including corrector weights (if fitted), of minimum weight 12kg when empty of fuel, and a minimum of 4 litres of fuel in a plastic container, measured before leaving the shore,

OR

- (i) One electric outboard motor including corrector weights (if fitted), and battery, of combined minimum weight 16kg

AND

- (ii) One outboard bracket, as supplied by the LM, which may only be modified to accept different engine types,
- (iii) A fire extinguisher, minimum weight of 0.5kg, and
- (iv) such engine shall be stored either below deck on the starboard side shelf or hung on the transom when not in use,

OR, if no engine is carried:

- (i) 21kg ballast, securely stowed below deck on the starboard side shelf where the engine would be stored, and
- (ii) Two paddles of combined minimum weight not less than 1 kg.

C.5.2 OPTIONAL

- (1) A maximum of two devices fitting the following descriptions are permitted, and shall be fixed to mast or deck when racing:
 1. Electronic or mechanical timing devices,
 2. Tactical and navigational instruments,Exceptions and conditions:
 - (i) Electronic wind instruments are NOT permitted
 - (ii) Access to outside communications while racing, other than GPS, is NOT permitted

- (iii) Wrist-worn timing devices are permitted in addition to the mast and deck fitted devices, but any cellular or other wireless connectivity capability, other than GPS, must be disabled while racing.
- (2) PVC film may be attached to any part of the **hull, sails** or **spars**, provided their fixing gives no performance advantage.
- (3) The carrying of loose ropes, fenders, spares, internal buoyancy and any safety equipment is unrestricted provided their fixing does not change the structural properties of the boat and gives no performance advantage.
- (4) Any system of tape, rope or clips intended only to prevent bottlescrews becoming undone.
- (5) Buoyancy bags which may be supplied by any manufacturer.
- (6) Charts and means for recording compass headings.
- (7) Tape, rope, bags or fittings to secure safety or other equipment
- (8) Fittings or bags may be added to the deck provided their sole function is to stow equipment and/or food and/or drinks.
- (9) Tell tales may be added to any part of the jib, **mainsail** or **rig**.
- (10) The method of attaching sheets to the spinnaker is unrestricted provided that the sail when flown will not fly further than 10cm from the principal sheet rope.
- (11) The method of attachment of any fitting to the **boat** is unrestricted but shall not modify the fitting's position, the effective operation of the fitting nor the intended purpose or action of any equipment and provided their fixing gives no performance advantage.
- (12) The use of flexible adhesive tape, plastic or stainless rings, Velcro, rope or shock cord, shackles and bobbles is unrestricted as long as this does not modify the effective sheeting of any sail nor the intended purpose or action of any equipment.
- (13) Weed sticks
- (14) Toolkit
- (15) Up to two additional footstraps may be added to each side of the cockpit. They shall be positioned aft of the mainsheet traveller and no nearer the side of the cockpit than the existing straps. Any additional straps may be obtained from the LM or any manufacturer as authorised by the World Council.
- (16) Four flares, two red and two orange smoke, within date, shall be stored in a watertight container or bag.
- (17) One horseshoe lifebuoy attached at the stern.
- (18) One anchor and a minimum of 1.5m of 6mm steel chain shall not weigh less than 6 kg (including shackles) and shall be securely stowed when not in use.

C.6 BOAT

C.6.1 WEIGHT

From 1 June 2008, the minimum weight of the **boat** in dry condition shall be 685 kg. The weight shall be taken excluding the following:

- (1) All equipment as listed in C.5, except for the compass bracket, buoyancy bags, if fitted, the main traveller rope, bowsprit outhaul rope, spinnaker tackline, jib tackline, jib sheets, lower backstay rope, throw line as detailed in C.5.1(3) and any fittings or bags as detailed in C.5.2(8).
- (2) **Sails**
- (3) Main sheet and spinnaker sheets
- (4) Compass
- (5) **Personal equipment**
- (6) Spinnaker bag (including frame as supplied by the licensed manufacturer)

C.6.2 CORRECTOR WEIGHTS

- (a) **Corrector weights** of lead shall be permanently fastened to the centreline stringer between the mast bulkhead and the keel box when the **boat** weight in C.6.1 is less than the minimum requirement.
- (b) If the total weight of **corrector weights** required exceeds 20kg, the owner may divide the weight between the centreline stringer and the port side of the mast bulkhead.

C.6.3 ALTERATIONS

No performance advantage shall be obtained from any replacement, addition or repair permitted by these **class rules**.

- (a) Replacements for any **boat** equipment, including but not limited to **hull appendages, rig, sails**, battens, tiller, spinnaker bag frame or fittings, whether original or replacements shall be only those produced by a LM except where otherwise authorised by this section.
- (b) Repairs and maintenance including but not limited to painting and sanding may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) Maintenance may include the replacement of fastenings with alternatives from any supplier, provided that the equipment is replaced in the original position.
- (d) The side rails shall not be deliberately bent downwards or outwards. There shall be a minimum clearance of 45mm throughout the continuous length of the side rails except for the natural curve in the final 120mm at each end of the side rail. The maximum beam measured at any point along the length of the side rail shall not exceed 2180mm.

C.7 HULL

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Waxing and polishing of the **hull** is permitted provided the intention and effect is to polish the **hull** only.
- (b) Repairs are permitted; however, an **official measurer** may verify that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.
- (c) Any work intended or with the effect of lightening the **hull** or improving, shape or performance beyond the original is not permitted, other than work specifically complying with C.7.1 (d).
- (d) For boats with a non-permanently fixed engine shelf that weigh more than 685kg and with a keel weight of no more than 327kg, the SB20 Technical Committee may grant written approval if the minimum boat weight without the engine shelf is still met, upon receipt of a written request.

C.7.2 FITTINGS

(a) USE

- (1) The main hatch and all inspection hatch covers shall be kept closed at all times except when accessing stored equipment.
- (2) Fittings shall be arranged as supplied by the LM except that:
 - (i) The backstay cleat may be reversed to facilitate release aft.
 - (ii) The spinnaker sheet blocks may be arranged with either the ratchet block forward or ratchet block aft.

(b) REPLACEMENTS

Replacement of the following items is permitted. Parts may be obtained from any supplier

- (1) Blocks
- (2) Cleats
- (3) Mainsheet swivel base
- (4) Shackles, pins, bobbles
- (5) Inspection hatches
- (6) Spinnaker bag (using the mounting frame as supplied by the licensed manufacturer)

C.7.3 ADDITIONS AND ALTERATIONS TO HULL

The following additions and alterations are permitted. Parts may be obtained from any supplier:

- a) Non slip material of any kind (maximum thickness 5mm) may be added to the deck and cockpit.
- b) Packers may be fitted under cleats
- c) Calibration marks
- d) Fittings for speed/depth may be fitted flush to the hull surface.
- e) Anti-foul coatings may be applied to the hull surface.

- f) A single hole of up to 111mm diameter may be cut in the forward most bulkhead to give access to the back of the towing eye bolt.
- g) Not more than three, 154mm inspection hatches may be added.
- h) If the total weight of **corrector weights** required exceeds 20kg, additional reinforcement as detailed by the LIC may be added to the area around the centreline stringer between the mast bulkhead and the keel box.
- i) Sailors with significant physical disabilities may apply to the technical committee, through the Class Measurer, for a written dispensation to allow specific adaptations to be fitted to the **boat**

C.8 HULL APPENDAGES

C.8.1 MODIFICATION, MAINTENANCE AND REPAIR

- (a) Waxing and polishing of the **hull appendages** is permitted provided the intention and effect is to polish the **hull appendages** only.
- (b) Repairs are permitted; however, an **official measurer** may verify that the external shape is the same as before the repair and that no substantial stiffness, or other, advantage has been gained as a result of the repair.
- (c) The trailing edge of the **hull appendages** may be sharpened within a distance of 15 mm from the trailing edge.

C.8.2 LIMITATIONS

- (a) Only one **keel** and one **rudder** blade shall be used during an event, except when an item has been lost or damaged.

C.8.3 KEEL

(a) DIMENSIONS

The keel maximum projection must remain as set by the LM. No changes may be made to the keel to alter the depth.

(b) WEIGHT

From 1 September 2008, the maximum weight of the **keel** shall be 327kg.

(c) ALIGNMENT

- (1) The **keel** may be aligned to the centreline of the **hull**.
- (2) The **keel** may be packed to maintain a snug fit provided this has no effect on moving the keel forward or aft in the boat, nor on altering the keel depth.

(d) USE

- (1) The **keel** shall be fixed down and may only be released for the purposes of re-floating when aground after which it shall be secured fully down at the earliest opportunity.

C.8.4 RUDDER

(a) ALIGNMENT

- (1) The **rudder** may be aligned to the centreline of the **hull**.
- (2) The **rudder** may be repositioned such that the top of the **rudder** blade shall not touch or clear the underside of the **hull** by more than 25mm.

(b) **FITTINGS**

- (1) **Rudder** fittings of any of the designs supplied by the LM are permitted. The diameter of the pin may be increased and additional reinforcement may be added inside the rudder post.
- (2) Tiller extensions may be replaced with alternatives from any supplier, providing that the replacement performs the same function.
- (3) Rudder pintles and gudgeons may be removed, the surrounding area strengthened and the rudder pintles and gudgeons relocated, subject to restrictions in C.8.4(a)(2).

C.9 RIG

C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Replacement of the following items is permitted. Parts may be obtained from any supplier:

- (a) Cleats
- (b) Sheave blocks

C.9.2 FITTINGS

The following may be added to the **rig**. Parts may be obtained from any supplier:

- (a) A mechanical wind indication device may be fitted to the top of the **mast**.
- (b) A cover may be fitted around the **mast** between the deck and the gooseneck provided its fixing gives no performance advantage.
- (c) Protective padding may be fitted to the end of the **boom**.

C.9.3 LIMITATIONS

- (a) Only one set of **spars** and standing **rigging** shall be used except when an item has been lost or damaged beyond repair.

C.9.4 STANDING RIGGING

Replacement of the **standing rigging** is permitted using only parts as supplied by the LM.

(a) **USE**

- (1) Standing **rigging** shall be arranged as supplied by the LM

C.9.5 RUNNING RIGGING

Replacement of the **running rigging** is permitted and may be obtained from any supplier. Ropes may be tapered down to their original core, along a maximum 50% of their length.

(a) **USE**

- (1) **Running rigging** shall be arranged as supplied by the LM
- (2) Ropes of any fibre may be used.
- (3) The stainless-steel deck-eyes supplied and fitted to each of the aft quarter corners of the boat, to secure the lower backstay adjustment system, may be replaced by soft/rope shackles rigged through the existing deck-eye bolt holes.

- (4) The mainsail cunningham may be altered to adjust the mainsail at both cunningham eyes simultaneously by fixing a small block to the mast or boom near the gooseneck, and rigging the cunningham line from the existing adjustment purchase, through the upper mainsail cunningham cringle eye, back down to and through the added block, then up to and tie off in the lower cunningham cringle eye.
- (5) The sheeting system applied to the jib may be changed from 2:1 purchase to 3:1 purchase by adding an extra block on the traveller and terminating the sheet at the sail clew.

(b) DIMENSIONS

	MINIMUM base rope diameter before tapering
Main Halyard diameter	5 mm
Jib Halyard diameter	8 mm
Spinnaker halyard diameter	8 mm
Backstay diameter	4 mm
Backstay control line diameter	5 mm
Main sheet diameter	8 mm
Jib sheet diameter	5 mm
Spinnaker sheet diameter	8 mm
Jib tack line diameter	4 mm
Spinnaker tack line diameter	6 mm
Bowsprit outhaul diameter	6 mm
Main traveller control line diameter	6 mm
Main cunningham diameter	5 mm

C.9.6 MAST

(a) DIMENSIONS

	minimum	maximum
Intersection of the fore side of the spar and upper surface of the deck to .	mm	mm

(b) USE

- (1) The **spar** shall be stepped in the mast step in such a way that the heel shall not capable of moving more than ... mm.

C.9.7 BOOM

(a) DIMENSIONS

	minimum	maximum

Limit mark width	mm	-
Outer point distance		mm
Boom Length – the boom length may be shortened at the aft end. The position of the outhaul sheave shall not be adjusted.		

(b) USE

- (1) The intersection of the aft edge of the mast **spar** and the top of the boom **spar**, each extended as necessary, shall not be below the upper edge of the mast **lower limit mark** when the boom **spar** is at 90° to the mast **spar**.

C.9.8 BOWSPRIT

(a) USE

- (1) The bowsprit shall be fully retracted at all times other than when the spinnaker is set or in the act of being set or recovered.
- (2) A retraction line of optional design may be fitted subject to the restrictions of C.5.1 (12)
- (3) When retracted, the **bowsprit outer point** shall not extend more than 200mm forward of the **hull**.
- (4) The nylon bowsprit retainers may be sanded

(b) DIMENSIONS

	minimum	maximum
Forward edge of deck to bowsprit outer point		1800 mm

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance and repairs are permitted
- (c) Logos may be inserted into spinnakers provided this process does not alter the size or shape

C.10.2 LIMITATIONS

- (a) Not more than 1 **mainsail**, 1 jib, and 2 spinnakers shall be carried aboard.

C.10.3 MAINSAIL IDENTIFICATION

- (a) The mainsail identification shall be displayed on each side of the mainsail in accordance with the RRS Appendix G.
- (b) For boats chartered or loaned for an event, the sail number need not correspond with the number specified in B.2.1
 - (c) The Class Insignia shall be the SB20 logo as prescribed by the LIC, and shall be displayed near the head.

C.11 PENALTIES

- C.11.1 When a protest committee has appointed an observer in accordance with RRS Appendix P, and the observer sees a **boat** contravening Class Rule C.3.3 or C.9.8 (a)(1), the observer may penalise her in accordance with RRS Appendix P.1.2.
- C.11.2 A **boat** may take a Two-Turns Penalty in accordance with RRS 44.2 when she may have contravened Class Rule C.3.3 or C.9.8(a)(1) in an incident while racing.

Section D – Hull

D.1 HULL SPECIFICATION

- D.1.1 The hull shall comply with the Building Specification in force at the time of manufacture.

D.2 HULL MANUFACTURER

- D.2.1 The hull shall be built by a manufacturer licensed by the LIC to produce hulls.
- D.2.2 All production moulds used for hull manufacture shall be approved by the LIC.

D.3 HULL IDENTIFICATION

- D.3.1 Each hull shall carry a builder's Hull identification plaque incorporating the boat sail number fixed in the rear of the cockpit.
- D.3.2 Each hull manufactured after 1st February 2008 shall have an individually numbered ISAF Plaque fixed on the starboard side aft face of the transom.

D.4 HULL ALTERATIONS

- D.4.1 The hull shall not be altered in any way except as permitted by Section C of these **class rules**.

D.5 HULL FITTINGS

- D.5.1 Hull fittings shall comply with the Building Specification in force at the time of manufacture except when altered, added or replaced as permitted by Section C of these **class rules**.

Section E – Keel and Rudder Assembly

E.1 KEEL AND RUDDER SPECIFICATIONS

- E.1.1 The keel, rudder blade and rudder stock/tiller assembly shall comply with the Building Specification in force at the time of manufacture.

E.2 MANUFACTURER

- E.2.1 The keel, rudder blade and rudder stock/tiller shall be made only by a manufacturer licensed by the LIC to produce these.

E.3 KEEL AND RUDDER ALTERATIONS

- E.3.1 The keel, rudder blade and rudder stock/tiller shall not be altered in any way except as permitted by Section C of these **class rules**.

Section F – Rig

F.2 SPARS

- F.2.1 **Spars** and their fittings shall comply with the Building Specification in force at the time of manufacture of the **spar**.

F.2 RIG MANUFACTURER

- F.2.1 **Spars** and their fittings shall be made only by a manufacturer licensed by the LIC to produce spars.

F.3 RIG ALTERATIONS

- F.3.1 **Spars**, their fittings and rigging shall not be altered in any way except as permitted by Section C of these **class rules**.

Section G – Sails

G.2 SAIL SPECIFICATIONS

- G.2.1 The **sails** shall comply with the Building Specification in force at the time of manufacture of the **sail**.

G.2 SAIL MANUFACTURER

- G.2.1 The **sails** shall be made only by a manufacturer licensed by the LIC to produce sails.

G.3 SAIL ALTERATIONS

- G.3.1 The **sails** shall not be altered in any way except as permitted by Section C of these **class rules**.

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